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THIS IS UNEVALUATED INFORMATION

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1. A General Directorate was formed in December 1948 to coordinate all maritime projects of a technical nature, such as the repair and construction of coastal installations of all kinds and the salvaging of sunken vessels.
 2. The headquarters of this organization is in Split. The principal personnel of the General Directorate are the following:

Administrative Manager : Henric Toncic
Technical Manager : Petar Raic
Head of Commercial Section : Pavel Ligutic
Head of Planning Section : M. Stele
Head of Personnel Section : Ante Nejasnik
 3. The following projects are subordinated to the General Directorate:
 - a. Maritime construction

Manager: Miro Tartaglia

Subordinate Sections: Fiume, Sibenik, Ragusa, Ploce. Of these, the most important section is the one at Fiume, managed by Eng. Cicin-Sain.

Functions: Restoration and development of port installations and amenities.
 - b. RAD Marine Engineering works

Functions: Supply of stores to sections (a) above, (d) below, and other organizations subordinated to the Ministry for the Merchant Navy.
 - c. Quay planning office

Staff: Two engineers and four technical assistants

Functions: Planning the maintenance of quays and construction of new quayside installations.

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d. Brodo Spass salvage project:

Management: Manager : Roje Milienko
 Deputy Manager : Marin Liubo
 Technical Expert : Johakin Bolov, German who arrived
 from Berlin in February 1948.
 UDB Representative : Eng. Petrosic, since February 1949
 Chief of Salvage : Luka Zaputovic, former Petty Officer
 Operations : of the Engineering Department of
 the Yugoslav Navy.

Tug Section: Chief : Marin Liubo
 Functions : Maintenance of tugs and transport
 of salvaging equipment

Planning Section: Chief : Antun Prelec

Commercial Section: Chief : Marko Andric, until his escape
 from Yugoslavia
 Functions. : Importation of supplies and
 equipment

Personnel Section: Chief : Krsta Dukic

Equipment: Tugs

TRUBENIK, steam, 1,000 h.p., used for transporting
 material for fortifications on the islands.

SOCA)
 ZIMARNA) 200 h.p. Diesel tugs of U.S.A. type received
 JADRO) through UNRRA
 KRKA)

Floating cranes

Two 30-ton, Diesel powered
 DVANIKA, 60-ton, steam powered

Iron cylinders for refloating sunken ships

Six 100-ton capacity
 Four 200-ton capacity
 Four 300-ton capacity
 Four 400-ton capacity

Miscellaneous craft

A number of small steam driven and auxiliary vessels.

Activities: 1947

Salvage of some 50 small vessels of between 200 and
 300 tons.

Salvage of the steamship ZAGREB, now renamed DALMATIJA,
 which has served on the Fiume-Kotor route since 1948.

Salvage of the KT-VI, sunk at Fiume during the war, now
 serving as an auxiliary vessel with the Yugoslav Navy.

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Demolition of the SS REX, sunk near Capodistria. Salvaged metal (particularly high grade steels) has been allocated to various Yugoslav shipyards; electro-turbines and other electrical machinery and parts have been allocated to the Rade Koncar factory at Zagreb, now engaged in the construction of electrical installations in the Vinodol-Fuzine area.

1948Pola area

Two small German submarines and one Italian submarine of the TRITONE class (850 tons) have been salvaged. In addition, one 900-ton German submarine, one 250-ton capacity floating dock, and an armored assault craft. This work was all supervised by Eng. Baumann, who was arrested by the UDB upon completion of the job.

Fiume area

Salvage of the Italian banana freighter RAMB-III, later used as minelayer by the German Navy. This vessel will shortly be commissioned in the Yugoslav Navy as an auxiliary cruiser. In addition, salvage of the SS LOCCHI is being undertaken but has not been completed; this vessel will also serve with the Yugoslav Navy.

The Italian torpedo boat INSIDIOSO has also been salvaged.

Zara area

Partial salvage of the SS BEOGRAD and of the SS MAR BIANCO. Scrap is being allocated to Yugoslav heavy industries.

Gravosa area

The former 3,500 ton Italian ship SS SAN GIGI has been salvaged and towed to Split where it is now being refitted. Also, the Italian SS BRUNDISIUM of about 1,500 tons; the cargo of this ship included some 1,500 bombs (Air Force) most of which have been salvaged and allocated to the depots at Mostar and Kotor.

Teodo area

Besides several other vessels of relatively little importance, the Italian SS POTESTAS of about 1,500 tons, has been salvaged and demolished, scrap being allocated to various metallurgical concerns.

1949

Salvage of the following is in progress:

KARADJIODJIE) Yugoslav vessels sunk in the Sibenik area
PRESTOLANAS)
LIJEDNIK)

All the above are due to enter into active service by the end of the year.

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Planning: Owing to the critically urgent need of the Yugoslav iron foundries for a minimum of 800,000 tons of scrap iron annually, the contribution which the Yugoslav Economic Council has ordered the Brodo Spass concern to make annually has recently been increased to 50,000 tons.

In consideration of the effort which the concern will have to make to attain this figure, the Economic Council has undertaken to import and allocate the following material to the Ministry for the Merchant Navy.

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20,000 meters of steel cable (Of this order, 10,000 meters are ready for export and delivery to Yugoslavia).

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10,000 electrodes for cutting steel under water.

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One 350-ton floating crane, at a cost of 1,600,000 guilders.

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Two 600-ton tugs and miscellaneous diving equipment

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